

MINUTES OF MEETING OF THE BOARD OF PUBLIC WORKS, APRIL 18, 1957.

The Board of Public Works met in the office of the Governor, Mathieson Building, Baltimore, Maryland, on Thursday, April 18, 1957.

There were present:

Theodore R. McKeldin, Governor  
J. Millard Tawes, Comptroller  
Hooper S. Miles, Treasurer.

BONDS:-

General Public School Construction Loan of 1956 - \$9,781,000.00 .

On motion duly made and seconded, the following resolution was unanimously adopted:

WHEREAS, the Board of Public Works has determined to issue an additional installment of the General Public School Construction Loan of 1956,

NOW, THEREFORE, BE IT ORDERED, That in accordance with Chapter 80 of the Acts of the General Assembly of Maryland of 1956, the Governor, the Comptroller of the Treasury, and the Treasurer (constituting the Board of Public Works) be and they are hereby authorized and directed to advertise in the Baltimore Sun and the Baltimore News-Post on May 14, 1957, that the Treasurer will receive in the office of the Treasurer at Annapolis, Maryland, at any time up to 11 o'clock A.M., E.D.S.T., on May 28, 1957, bids for Certificates of Indebtedness (hereinafter called the "bonds") of the State of Maryland to be issued upon the Serial Annuity Plan, as provided in said Act, in the following series and amounts, and redeemable as follows:

\$9,781,000 - GENERAL PUBLIC SCHOOL CONSTRUCTION LOAN OF 1956  
(Being the second installment of the total loan in the amount  
of \$75,000,000 authorized by Chapter 80 of the Acts of 1956)

<u>Series</u>	<u>Amount</u>	<u>Redeemable</u>
N	\$626,000	June 15, 1960
O	645,000	June 15, 1961
P	664,000	June 15, 1962
Q	684,000	June 15, 1963
R	705,000	June 15, 1964
S	726,000	June 15, 1965
T	748,000	June 15, 1966
U	770,000	June 15, 1967
V	793,000	June 15, 1968
W	817,000	June 15, 1969
X	842,000	June 15, 1970
Y	867,000	June 15, 1971
Z	894,000	June 15, 1972

The said bids are to be contained in sealed envelopes appropriately endorsed, and each bid is to be accompanied by a certified check upon some responsible banking institution, or a cashier's or treasurer's check issued by some responsible banking institution, drawn to the order of the Treasurer of Maryland for five per centum of the par value of the bonds bid for. All bids will be opened at 11 o'clock A.M., E.D.S.T., on the 28th day of May, 1957.

Said bonds shall be dated the 15th day of June, 1957, and shall bear interest at a rate to be determined upon the opening of the bids by the Governor, the Comptroller of the Treasury and the Treasurer, or a majority of them (constituting the Board of Public Works). However, said rate of interest shall not exceed three per centum per annum. The bidders shall be required to indicate in their bids the rate of interest to be paid on the bonds, on which rate their bids are to be based and submitted. The rate must be a multiple of one-fourth of one per centum, said interest to be payable semi-annually on the 15th days of December and June, during the continuance of said loan, and all bids shall be based on an offering to pay not less than par for the bonds. The said rate of interest must be the same on all series of the bonds. Each bid must contain the following words: "We will pay at the rate of \$\_\_\_\_\_ per \$100 principal amount thereof"; or language substantially equivalent thereto.

Said bonds shall be of the denomination of \$1,000 each, shall be deliver-

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(Bonds)

able on or before the 28th day of June, 1957, or as soon thereafter as shall be practicable, shall be paid for in Federal Funds, and all shall be issued with interest coupons attached thereto which shall state the name of the loan, the amount of interest each coupon represents, the number of each individual coupon and the date and place each coupon is payable. The principal and interest shall be payable at the office of the Treasurer of the State of Maryland, Annapolis, Maryland. The said bonds may be registered as to principal at the option of the owner thereof on the books of the State Treasurer, which registration shall be noted thereon by the State Treasurer; and thereafter no transfer of such bonds shall be valid unless made on the said books of the State Treasurer by the owner in person, or his duly authorized attorney; but the same may be registered to bearer and thereafter shall be transferable by delivery until again registered in the owner's name as before, but in no event shall the registration thereof prevent the negotiability of the coupons thereof by delivery.

The right shall be reserved to reject any or all bids.

If two or more responsible bidders shall make the same bid and such bids shall be the highest, then such bonds shall be awarded in a ratable proportion to such responsible bidders bidding the same price.

The Governor, the Comptroller of the Treasury and the Treasurer, or a majority of them (constituting the Board of Public Works) shall cause to be prepared bonds in good and sufficient form for the amount of said loan in substantially the form submitted to this meeting and filed with the minutes thereof.

BE IT FURTHER ORDERED, That the law firms of Miles & Stockbridge and Semmes, Bowen & Semmes be and the same are hereby employed to act as bond counsel.

Manuscript of Bonds -- (as filed and approved at this meeting):

GENERAL PUBLIC SCHOOL CONSTRUCTION LOAN OF 1956  
Chapter 80, Acts of 1956

This bond is one of an issue of bonds of One Thousand Dollars each, known as Series of "General Public School Construction Loan of 1956", and numbered from to , both inclusive, and issued in pursuance of a Resolution of the Board of Public Works, of Maryland, passed on the 18th day of April, 1957, which directed the issuance of a Second Installment in the aggregate amount of \$9,781,000 of the total loan (A First Installment in the aggregate amount of \$4,040,000 having been heretofore issued) authorized by Chapter 80 of the Acts of the General Assembly of Maryland of 1956, which said Chapter 80 authorized the creation of a State debt in a total amount of \$75,000,000, authorized and empowered the Board of Public Works by appropriate Resolution, from time to time, to issue any proportion of the total loan so authorized, the proceeds of said loan to be used to supplement the financing of the construction of public school buildings and public school facilities by each of the Counties of the State of Maryland and by the Mayor and City Council of Baltimore and the acquisition of such real estate or interest in lands as may be necessary in connection therewith by each of the Counties of the State of Maryland and by the Mayor and City Council of Baltimore, and provided generally for the issue and sale of Certificates of Indebtedness evidencing said loan.

(Interest Coupon)

Use Standard Interest Coupon showing "General Public  
School Construction Loan of 1956"

To be imprinted on plates which provide for execution by Comptroller or Chief Deputy Comptroller and Treasurer or Chief Deputy Treasurer.

ADJOURNMENT:

There being no further business, the meeting was adjourned.

  
Secretary.

MINUTES OF MEETING OF THE BOARD OF PUBLIC WORKS, APRIL 18, 1957.

The Board of Public Works met in the office of the Governor, Mathieson Building, Baltimore, Maryland, on Thursday, April 18, 1957.

There were present:

Theodore R. McKeldin, Governor  
J. Millard Tawes, Comptroller  
Hooper S. Miles, Treasurer.

Also present was Mr. James J. O'Donnell, Director of the Department of Public Improvements.

STATE OFFICE BUILDINGS:

Mr. O'Donnell, Director of the Department of Public Improvements, submitted to the Board memoranda, dated April 17, 1957, covering work in connection with the construction of the new State Office Building in Baltimore City, and the requests of the Baltimore and Annapolis Railroad Company and St. John's College for use of part of the land purchased by the State from the Baltimore and Annapolis Railroad Company for State purposes.

After due consideration of these matters the Board approved the following:

- 1- Issuance of a change order to Otis Elevator Company in the amount of \$144,161 for extension of their contract on the Baltimore State Office Building to embrace the State Roads Commission Building, including certain cost savings shown in the memo.
- 2- Issuance of a change order to Blake Construction Company for the State Office Building in Baltimore in the amount of \$2,501,110, including extension of the contract to cover the State Roads Commission Building and certain cost savings and alterations as detailed in the memo of April 17th.
- 3- Approval of leasing to St. John's College, the City of Annapolis or the Baltimore and Annapolis Railroad Company, the lower end of the Bladen Street property acquired about a year and a half ago from the Baltimore and Annapolis Railroad Company. This property embraces, roughly, one and one-quarter ( $1\frac{1}{4}$ ) acres and would extend from the projected extension of Brice Street to College Creek. The use of the land as stipulated by all Board Members is that it should be leased with proper right of re-entrance if necessary, at a rental of \$250.00 monthly. The approval is further stipulated that leasing of the property is contingent on the Baltimore and Annapolis Railroad Company, St. John's College or the City of Annapolis working out to the State's entire satisfaction arrangements for use of the property, including architectural and landscaping details.

Each Member of the Board of Public Works was firm in his feeling that \$250.00 per month rental basis should not be further adjusted.

(The memoranda submitted is quoted herewith for the purpose of having it available for ready reference in the future and to show in detail what is embraced in the brief reference above to what was covered in those three approvals.)

1- "Reference is made to Item 35 of this Department's Agenda of January 14, 1957, and to Item 8 of the Agenda of February 11, 1957, clarifying contract awards to Blake Construction Company and to Otis Elevator Company for the State Office Building in Baltimore. The present item is addressed specifically to the elevator award to the Otis Elevator Company, which was made in the amount of \$529,837.00 for "B" Bid which is for the Main Office Building and does not include the State Roads Building.

"Provision was made as indicated in Item 8 of the February 11, 1957, Agenda for an option to expand this award to include the State Roads Building as well as cost savings which can be affected in the elevator project details. Expansion to the "A" Bid would provide for an increase in contract cost of \$166,730.00 to a new total of \$696,567.00. Possible cost saving deductions from this figure, which have been discussed with Otis Elevator Company and which are recommended for acceptance, include the following:

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## (State Office Buildings)

"Exclusion of certain switchgear in installations not required by the elevator code at a saving of	\$6,237.00
Substitution of 15 typical hollow metal doors in lieu of stainless steel entrance doors at a saving of	11,581.00
Omission of channel subframes at entrance doors not required in the design of these particular elevators at a saving of	6,358.00
Modifications in the trim and finish of elevator cabs in both buildings, at a saving of	8,400.00
Substitution of 3-3/4" cast aluminum sill in each elevator in lieu of earlier sill shown in basic drawings at a saving of	4,151.00

"These changes would result in a net saving of \$36,727.00, however in continuing our study of the elevator aspect of the building contract, we find it highly desirable to include with the elevator installation electronic detector devices which will prevent closing of the doors when personnel are in process of entering or leaving. These devices will cost an additional \$10,609.00 less \$2,055.00 for elimination of a more elementary system guarding the doors as provided in the basic agreement. Such a change as this would result in an increase in the saving of \$8,554.00. When considering the savings mentioned above, this would result in a deduct figure of \$28,173.00.

"In order not to cheapen the appearance of the main lobby, it is felt that the saving under Item 2 mentioned above for substitution of hollow metal doors in lieu of stainless steel doors should be reduced in order to permit the installation of stainless steel doors in the lobby area. This results in an addition of \$5,604.00. When this is applied to the previously mentioned saving of \$28,173, the net saving is \$22,569.00.

"These changes and savings have been reviewed by the Project Architect-Engineer, and the Department of Public Improvements with the elevator manufacturer, and it is felt they are in order, and their acceptance is recommended.

"The sum of \$22,569.00 will be subtracted from the previously mentioned increase of \$166,730.00, which is the differential in cost between the A Bid and the B Bid originally submitted by the Otis Elevator Company.

"The amount saved would result in issuance of a Change Order to the Otis Elevator Company, in the total amount of \$144,161.00.

"Approval is recommended for proceeding in this manner. Funds are available in Item 1 of the General Construction Loan of 1952. Fee is applicable to the Project Architect-Engineer, Fisher, Nes, Campbell & Associates and The L. P. Kooker Company."

2- "Reference is made to Item 35 of this Department's Agenda of January 14, 1957, and to Item 8 of the Agenda of February 11, 1957, clarifying contract award to the Blake Construction Company on the State Office Building project in Baltimore. This present item is addressed specifically to the provision permitting expansion of the Blake Construction Company contract to Bid Item A (addition of the State Roads Commission Building). As may be recalled, the actual contract award, including Alternates accepted, amounted to \$9,754,885. This embraced Bid Item B and Alternates 1, 5, 17, 18 and 19.

"In the extension of the contract to embrace the entire project, it is recalled that Blake's bid for Bid Item A amounted to \$12,982,000. The Board of Public Works directed that the award to Blake Construction Company carry with it the proviso of expanding to include Bid Item A and to embrace certain cost savings which have been discussed with the Board of Public Works, and of course, with the Contractor and Project Architect-Engineer. An additional appropriation of \$2,200,000, indorsing this arrangement was approved by the Legislature at its recent Session. This addi-

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## (State Office Buildings)

"tional money would permit the further scope of work to proceed on issuance of a change order which would embrace the items indicated hereinafter:

"Base Bid A, Alternates 1, 2, 17, 18, and 19, rejecting Item 5 which had been previously accepted, permitting the substitution of Granux for Granite. After further study on the project, it was decided that the substitution would not be suitable for a building of this character and the saving would not be worthwhile over a long period of time.

"The proposed cost savings which were in general authorized by the Board of Public Works are herewith specifically reported as recommended adjustments in the project resulting in the savings indicated. It should be borne in mind that all of these savings have been subject to the examination of the Architect-Engineer and all of their various representatives, as well as by the personnel of the Department of Public Improvements. It is also noted that in the question of the credits allowed for the omissions, actual quotations of subcontractors have been reviewed and discussed not only with the Contractor but with the subcontractors as well in most cases. Proposed changes, deletions and omissions are as follow:

1. Omission of two (2) State Seals on the Main Office Building including necessary structural support, a CREDIT of \$26,254
2. Substitution of a lighter gauge floor and roof deck than that originally specified. The substitute floor deck has the same general layout for accommodation of electrical and communication lines but is merely slightly lighter in cross-section, and meets with the complete approval of the Structural Engineer and Architect-Engineer on the project. The CREDIT for this change is \$20,000
3. Changes in the aluminum curtain walls and aluminum windows, permitting different section and a projected window, allowing clear glass in lieu of Solex plate glass. This change does not appreciably modify the over-all appearance of the building, nor does it cheapen its quality for a CREDIT of \$81,700
4. The omission of interior 2" plaster partitions, Types D-1, D-2, D-3 and D-4, CREDIT of \$146,564  
(SEE NOTE I)
5. Omission of certain metal office partitions, railings and counters which tie in built-in counters, desks and shelving in certain areas, CREDIT of 10,000  
(SEE NOTE I)
6. Substitution of Travertine Stone in lieu of St. Geneieve Golden Vien Marble in lobby areas at a CREDIT of 7,800
7. Substitution of 24" x 48" Steelacoustic perforated metal pan ceiling in lieu of mineral tile type of ceiling specified. This arrangement at less cost gives a better Fire Underwriters' rating and lower maintenance cost than the originally specified ceiling - CREDIT of 3,500
8. Substitution of Group B floor tile in lieu of Group C wherever Group C was specified in both buildings, CREDIT of 8,100
9. Omission of Solex glass in lobby and mezzanine areas, and use in lieu thereof 1/4" plate glass, CREDIT of 11,210
10. Omission of plastic paint where specified and use of lead and oil paint, CREDIT of 24,225
11. Omission of sculpture works for the two small pools. This was set up in the project as an allowance, and omission results in the saving of the entire allowance of -- 35,000

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## (State Office Buildings)

12. Omission of chilled water system for drinking fountains - most departments have made provisions for separate water fountain systems in their respective areas, CREDIT of \$5,187
13. Plumbing changes, including the following: changing fire line pipe from galvanized wrought iron to black steel, changing fire hose cabinets from aluminum to steel painted, changing pool discharge and suction pipe in building from copper to galvanized steel, changing rain leaders from galvanized iron to cast iron screw thread -- total CREDIT 10,650
14. Heating changes - omit Weldolets, Thredolets and tees in pipe on smaller sized take-offs, changing galvanized steel pipe and galvanized flange fittings to black welded steel pipe on lines below water level on cooling tower basin, CREDIT of 9,700
15. Temperature controls - change location of controls and indicators from main engineer's panel to secondary water pump locations, and elimination of certain thermometers on the engineer's panel, CREDIT of 11,000
16. Insulation changes - changes in approximately seven different insulation installations involving for the most part substitution of Fibrocell for Fiberglass, or a lighter coating of Fiberglass as appropriate, and includes application of field insulation in lieu of factory insulation in some cases, CREDIT of 26,000
17. Accepting the operation of the Boiler Plant when it is fully completed, estimated at about 18 months after undertaking of the work, CREDIT of 50,000
18. Changes in electrical fixtures especially in the mezzanine and cafeteria areas to a less expensive fixture at a CREDIT of 12,000  
\$498,890

"These 18 cost saving items result in a net reduction in the contract cost of Bid A of \$498,890.

"Additional savings resulting from the acceptance of Alternates 1, 2 (SEE NOTE II), 17, 18, and 19 as mentioned above amount to \$405,115 (SEE NOTE II).

"This figure added to the cost savings amount gives a total reduction of \$904,005. (SEE NOTE II)

"This figure when subtracted from Base Bid A at \$12,982,000 results in an adjusted contract award of \$12,077,995. To arrive at this adjustment would require issuance of a Change Order in the amount of \$2,323,110. (SEE NOTE II)

"NOTE I Items 4 and 5 in the proposed cost savings permit the deletion of all 2" inside plaster partitions. It is proposed to solicit new bids through the General Contractors from all available metal partition manufacturers as soon as possible so that we can obtain the best possible and most efficient type of office partitions for this project. It is felt that cost of the metal partitions should amount to about \$300,000. There are sufficient funds in the amounts available to handle this work separately at a later date.

"NOTE II Alternate 2, as the Board of Public Works was previously advised at its special meeting on December 27, 1956, as may be noted from the tabulations, contains an apparent error. Since it did not affect the award of B Bid, no action was taken pertaining to it by the Board at the time of its original submission. Blake Construction Company is on record with the Department of Public Improvements stating not only the fact that Alternate 2 was in error, but establishing the extent and the reason for the error. It will be noted that Alternate 1 applies to substitution of limestone in the Main Office Building (Bid B). Alternate 2 applies to substitution of limestone for the State Roads Commission Building.

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(State Office Buildings)

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"Blake Construction Company advises that the price of Alternate 1 of \$190,000 is correct but that the Alternate 2 price instead of being \$184,000, should be the actual difference between \$184,000 and \$190,000, or \$6,000. Blake Construction Company is prepared to substantiate this claim with photostats of their estimate sheets. This adjusted cost is in line with the Architect-Engineer's estimate of the approximate cost of the proposed substitution in the State Roads Commission Building, and is also in line with the quotations of three out of the five bidders for Alternate 2.

"In similar instances in the past the Attorney General has permitted the correction of such a mistake. We submit it herewith to the Board of Public Works for their examination and determination policy-wise as to whether or not an adjustment would be permitted to correct the figure.

"If the Board sees fit to permit such an adjustment on Alternate 2, the deductions allowed under the Alternates would be reduced from \$405,115 to \$227,115 and the amount of the Change Order proposed would equal \$2,501,110 instead of \$2,323,110.

"It is requested that authorization be granted by the Board of Public Works for issuance of a Change Order in the proposed amount subject to policy determination in connection with Alternate 2.

"It should be noted that a suit by the second bidder is still pending on this particular project, embracing among other things, a demand for disclosure of the amount of the proposed cost savings.

"These items as is noted are contained herein for the Board's examination and disposition. The Deputy Attorney General, who has handled the case, advises that he feels there are no legal stipulations preventing us from proceeding with the conclusion of these items and issuance of a Change Order pertaining thereto.

"Funds are available for the issuance of the Change Order in the newly appropriated funds in the General Construction Loan of 1957, as well as in Item 1 of the General Construction Loan of 1952. Fee applies to the Architect-Engineer on the project.

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"The Department of Public Improvements has been requested to review considerations involving a proposed terminal for the Baltimore and Annapolis Railroad Company on property owned by the State in Annapolis, which the State recently purchased from the Baltimore and Annapolis Railroad Company.

"To review briefly, the entire property purchased, running along the East side of Bladen Street from the State's Central Heating Plant to the waterfront, embraces about 4.3 acres. The total purchase price was \$300,000 of which roughly \$200,000 applies to land alone. From the Central Heating Plant to the projected extension of Calvert Street, there are about 2.1 acres. The area from Calvert Street to College Creek comprises a little over 2.2 acres.

"The City of Annapolis and the B. and A. Railroad Company have proposed locating a bus terminal on approximately .8 acres of land at what would be the intersection of Bladen and Calvert Streets extended.

"In addition to this causing the loss of space for parking about 100 cars, it would separate the State holdings between Calvert Street and the Central Heating Plant from its holdings extending down to College Creek and would use an area of good buildable land approximately 264 by 110 feet. By way of comparison, the new Office Building being constructed in Annapolis is 297 feet by 110 feet.

"We will not attempt to enter into the discussion of whether the City of Annapolis must have a bus terminal. That is a matter for determination by the bus company and City officials. Up to the present we understand that the following sites in Annapolis have been given some consideration:

1. A garage building located next to Carvel Hall. It apparently was turned down because of failure to accomplish rezoning.

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(State Office Buildings)

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2. The site of the Gas and Electric Company's storage tanks and gas generation station immediately adjacent to the State property lying to the East of Bladen Street. The cost of this tract and its improvements would amount to a considerable sum of money, and from a commercial point of view probably would forestall its justification.
3. The former Annapolis Dairy property on West Street which it is understood was not acted upon favorably because it is considered too far removed from the center of activities in Annapolis.
4. One or more residential blocks located close to the Naval Academy wall, which it is understood have hollow centers that have never been built upon. It is probable that these blocks would be destroyed for residential purposes if a bus company moved in on them. In addition to this consideration, it is undoubtedly true that these areas would have to be completely rezoned for such a purpose.

"In addition to these considerations, it is entirely possible that two (2) other sites might present possibilities for a terminal.

"First, the area in the vicinity of the intersection of Calvert Street and Northwest Street where the Star Theater and some older residential property is located.

"Secondly, the area to the south-west of Northwest Street bound by Northwest, Calvert and West Streets, which includes a municipally owned parking lot, and one or two other properties owned by the City. It is understandable that these properties or some of them can be acquired in the same manner that the State acquired the building site for the Annapolis Office Building. However, it is readily admitted that such a process is time consuming and requires relocation of the residents living in this area, but it is felt it goes without saying that the acquisition of these properties and projected use of the space as a bus terminal would definitely improve this section of Annapolis which is now the major entrance from Highway #50.

"It can be seen from considering these many bus sites and the complications accompanying them why it appears easy for the City of Annapolis and the B. and A. Railroad Company to repeatedly come back to the State property along Bladen Street, which is open and clear, and apparently from a transportation angle not too remote or difficult to handle.

"Since the site of .8 acre proposed by the City and the B. and A. will obviously act to the detriment of the State in depriving of parking space that will be needed during Sessions of the General Assembly, and in denying to it a possible building site for future expansion, it is felt that the State would be unwise to sell such a property, and equally unwise to lease it on terms that would be financially unjustified or prevent its re-acquisition expect with great difficulty.

"Since the last meeting of the Board of Public Works on April 8, 1957, representatives of Historic Annapolis and St. John's College have suggested the possibility of locating such a terminal on the old B. and A. property on Bladen Street by removing it one block further north away from Calvert Street and away from the New Office Building.

"Under such an arrangement it was indicated that it would be hoped to still extend Calvert Street across the State property, which would require allocation of a tract 40 feet wide by 110 feet long. It would further require the extension and paving of Brice Street which sits to the rear of the buildings in the Annapolis Housing Authority closest to College Creek.

"A bus terminal, it is felt, could then be located immediately adjacent to Brice Street and stretching towards College Creek. Presumably a bus terminal would occupy probably about 3/4 acres of land in this vicinity, with the remaining 1/2 acre towards the creek usable for landscaping or sale or allocation to St. John's College for their needs. This plan apparently would visualize a traffic pattern permitting the use of both Calvert Street, and once paved, Brice Street.

"In addition, it probably would warrant extension of Brice Street across the island between Bladen Street and Northwest Street to permit traffic to go in Northwest

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(State Office Buildings)

3-

"street towards the City.

"As far as the State is concerned, our needs would be affected less by this location than the earlier proposed locations. We would lose the lower end of our property but would still have available parking space for almost 100 cars between Calvert and Brice Streets.

"The area contemplated for use by the bus terminal and St. John's College presently has a deep ravine and some rough contours, which make the property difficult for building a building of any particular size. However, the property could be used for parking if necessary, although it is felt that its far distance from the State House and Court of Appeals Building might make it relatively unattractive for parking usage.

"In addition, the other parking space to be provided, including those behind the present Post Office Building and between the Armory and the existing State Office Building could leave us with parking space for almost 500 cars which is believed more than sufficient even during Legislative Sessions.

"It must be added here, however, that it is felt by the Department of Public Improvements that if the use of this land for purposes proposed should meet with approval, it should be under a lease arrangement rather than a sales arrangement so that the State does not lose actual ownership and control of the property, which in future years may have more value to the State than it does at the present time.

"Based on the cost paid for by the State for this property, and giving recognition to the fact that land at the lower end toward the Creek is less valuable for parking and building than the upper land, it is felt that the lower one and a half acre probably could be valued at no more than \$50,000. Capitalized at 6% over 20 years, rental income from such property would amount to \$3,000 a year or \$250 a month.

"If any determination be made to lease or otherwise dispose of this property at a price for use by the bus company, it is felt that necessary clearances should first be obtained from the State Roads Commission setting road safety provisions for traffic crossing highway at this location.

"It is further felt that all details of type and appearance of building, and control and operation of such a terminal should be subject to specific understanding with appropriate Department of the State government, and provision made for properly policing and maintaining the structure.

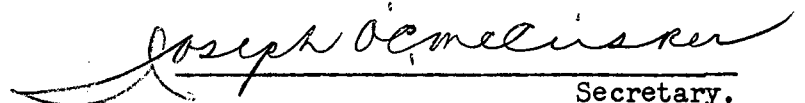
"In conclusion we would recommend that the site proposed by the City of Annapolis and the B. and A. Railroad Company at the intersection of Calvert and Bladen Streets be rejected, and that further consideration be given a proposed site approximately 280 to 300 feet northward toward College Creek; that if in consideration thereof, the Board sees fit to act favorably on such a site, consider as a policy matter any agreement to be subject to proper controls and satisfactory reimbursement.

"As an alternative to this location, it can only be suggested that the City of Annapolis investigate ownership and availability of properties in the Northwest Street - Calvert Street area for possible acquisition and clearance."

(End of the memoranda submitted by Mr. O'Donnell, dated April 17, 1957.)

ADJOURNMENT:

There being no further business, the meeting was adjourned.

  
Secretary.

